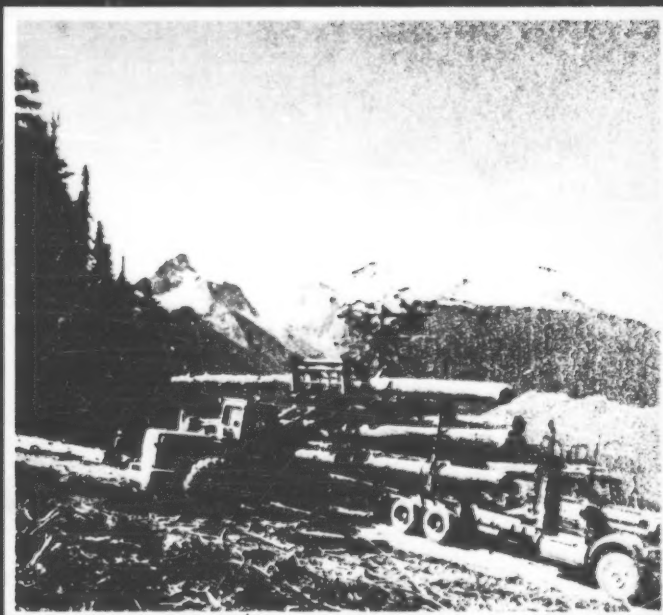
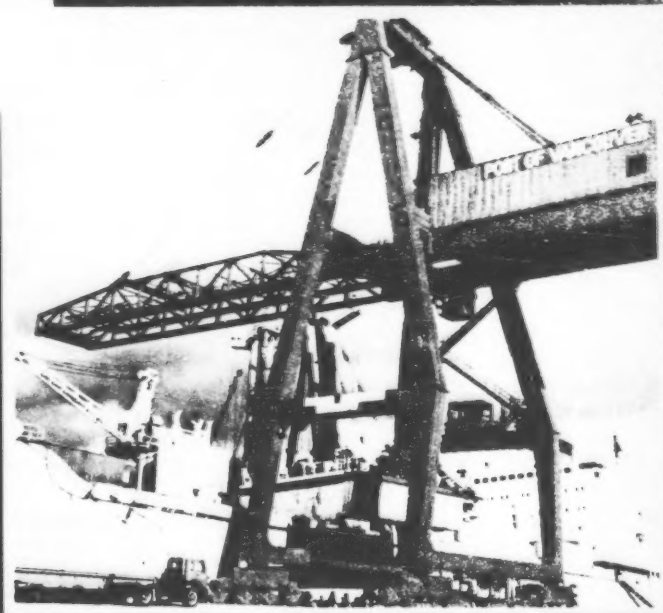
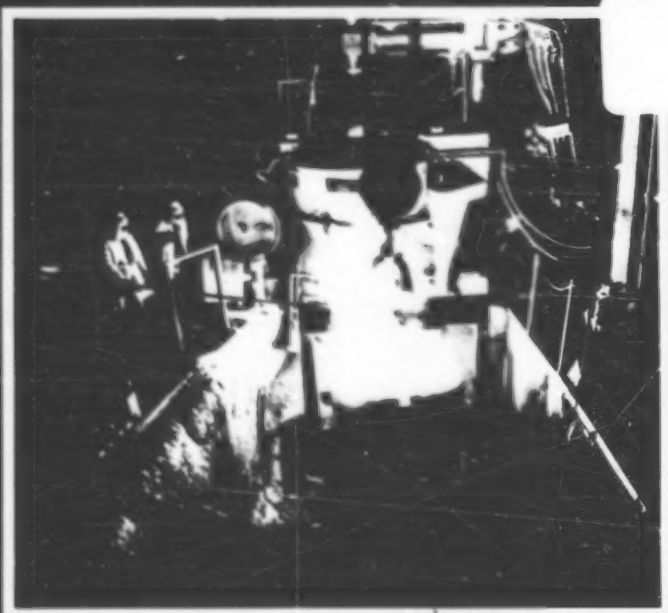




Province of British Columbia
Ministry of Industry and Small Business Development

ECONOMIC PROFILE



BRITISH Canada COLUMBIA

British Columbia, Canada's Pacific Province, has had an exciting and fascinating economic history and looks forward to a dynamic economic future.



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British Columbia

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This is British Columbia

British Columbia, Canada's Pacific Province, has had an exciting and fascinating economic history and looks forward to a dynamic economic future.

With a land mass of 948,596 square kilometres British Columbia is approximately 1,448 kilometres long and averages 644 kilometres across.

It extends from the 49th parallel on the south to the 60th parallel on the north, and from the Pacific Ocean and the Alaska Panhandle on the west to Alberta's western boundary on the east. The Yukon and Northwest Territories are its northern neighbours and the American States of Washington, Idaho and Montana, lie beyond its boundaries to the south. The Rocky Mountain System separates the Province of Alberta from British Columbia northwest to the 54th parallel. The northeast corner of the Province situated east of the Rocky Mountains is the grain growing centre and the source of all of the oil and natural gas produced in British Columbia.

Climatic conditions within the Province exhibit variations from Mediterranean to Arctic. In general the Coast region has the abundant rainfall and mild temperatures associated with a maritime climate.

The Interior region, lying east of the coastal mountains and west of the Rockies, has a predominantly continental type of climate which, apart from the northern section, is not as rigorous as experienced in the Canadian Prairies.

European contact with British Columbia began in 1774 when a Spanish sailing ship commanded by Juan Perez anchored south of Nootka Sound. An extended visit by Captain James Cook to Nootka Sound in 1778 established Britain's interest in the region and set the stage for the fur trade which flourished until the middle of the 19th century.



Legend

Major Highways		Oil & Gas Production		Beef Cattle	
Major Railways		Mining Industry		Dairy Cattle	
Major Ferry Routes		Coal Industry		Tree Fruits	
Gas Pipelines		Forest Products		Small Fruits	
Smelters		Fish Products		Dairy & Vegetable Products	
Hydro Electric Dams		Grain			

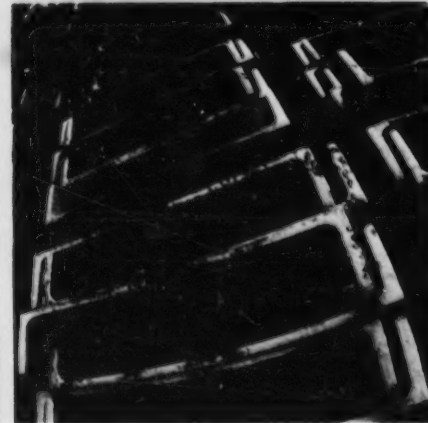
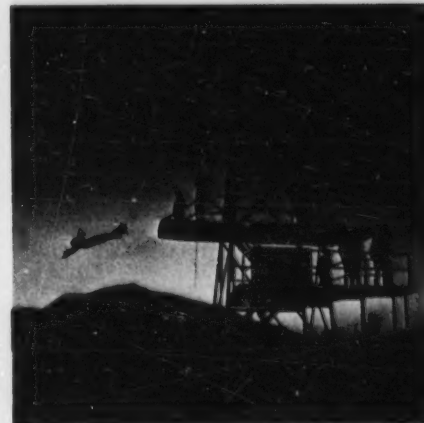
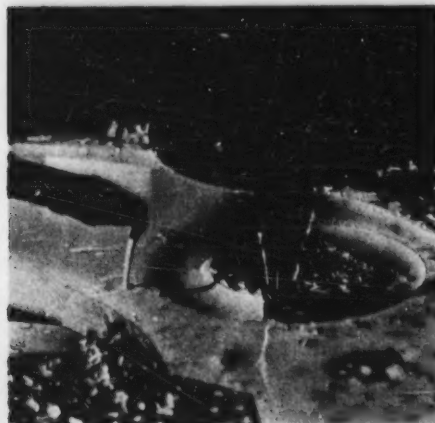
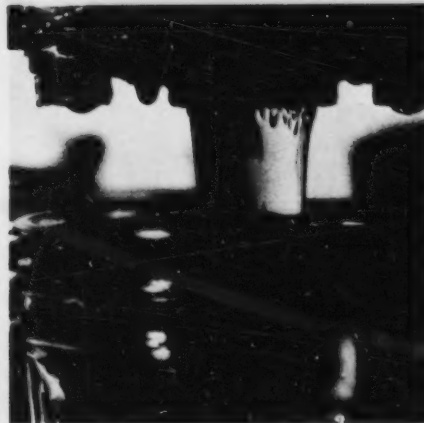
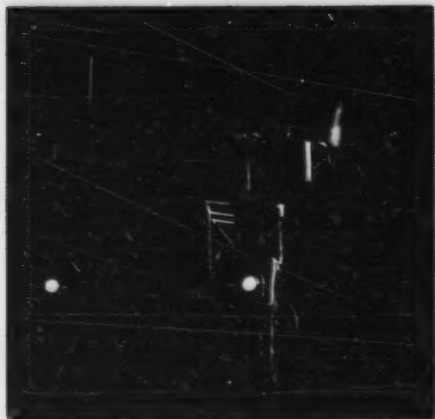
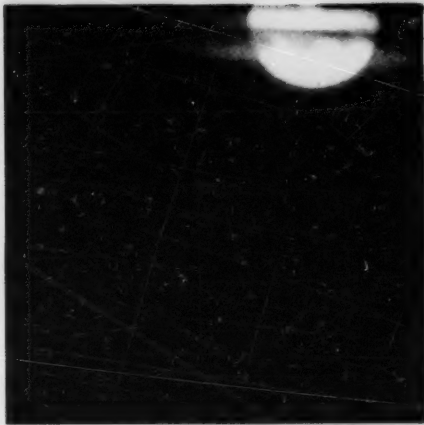
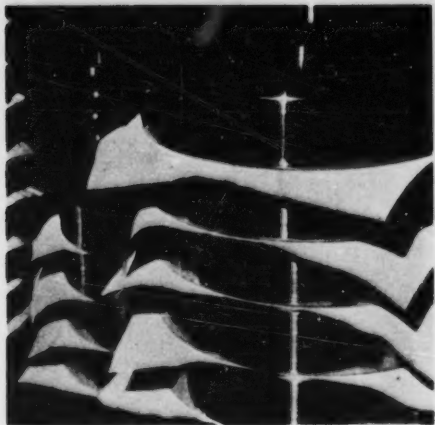
In 1849 the British Crown Colony of Vancouver Island was formed. The discovery of gold on the Fraser River caused the Crown to extend its jurisdiction to the mainland, and the colony of British Columbia was formed in 1866. The brief economic boom during the gold rush years did not provide a firm base for continued growth; lack of immigrants, capital and markets made attractive the prospect of a rail link to the east and, with the promise of an all-Canadian railway, British Columbia joined Canada in 1871.

The Province's storehouse of resources soon attracted investors and a steady flow of jobseekers. Forestry, fishing, mining and farming all trace their origins in British Columbia to the initial influx of population associated with the Fraser River gold rush. Expansion of these primary industries over the years was determined by market conditions and transportation services. They have grown to the extent that today they are the basic support for the Provincial economy.

During the period 1970 to 1980, British Columbia's population increased by an average of 50,850 people per year. Today the total population stands about 2,650,000 people.

This population is heavily concentrated in the two metropolitan areas of Vancouver and Victoria. Other major population centres include Prince George, Kamloops, Kelowna and Nanaimo.





Economic Overview

British Columbia's level of economic activity rose again in 1979, the fourth consecutive year of expanding employment and outputs. Gross Provincial Product is estimated to have grown by 4.6 percent in real terms during 1979 and should expand by 1.5 percent in 1980. British Columbia's economic performance in 1979 was once again stronger than for Canada as a whole and this strength has carried on through 1980.

Levels of activity in the British Columbia economy are heavily influenced by demand conditions in markets for our major resource products.

A slowdown in the United States economy represents the main factor behind the relatively low growth rate in the Provincial economy in 1980.

In total, exports through British Columbia customs ports were up 30.3 percent in 1979.

The forest sector generated a 17% gain in the value of industry shipments, while the value of mineral production was up some 43.2 percent in 1979.

Inflation and unemployment both persist as problem areas with inflation aggravated by a doubling of world oil prices.

Employment growth was 3.3 percent in 1979 and as a result the average unemployment rate declined to 7.7 percent from 8.3 percent in 1978.

British Columbia's economic performance continued to outpace that for Canada as a whole in 1979 and 1980.

Further growth in consumer spending, continued export demand, and substantial real gains in investment spending combine to fuel expansion of the provincial economy.

On the export side, the general outlook for our major trading partners suggests that the volume of exports will continue to advance, although at a somewhat slower pace than experienced prior to 1979.

However, the reduced exchange value of the Canadian dollar vis-a-vis the U.S. dollar has substantially improved the competitive position of the Province's industries in world markets, and is reflected in the value of exports.

PORT OF VANCOUVER



The unemployment picture is expected to change little in 1980 with employment growth and labour force growth anticipated at between 3 and 5 percent. However, employment gains exceeded growth of the labour force with the result that the unemployment rate declined significantly.

Total private and public investment is predicted to improve markedly, showing a gain of 22.4 percent in spending intentions. More importantly, however is the distribution of that investment. Institutions and government departments anticipated increasing outlays by only \$87 million, or 7.2 percent in 1980. In contrast, it is evident that the private sector is exhibiting optimism in the strength of the British Columbia economy, and is

expressing that faith in an expansion of productive assets. Major expansions in the mining, energy and forestry sectors account for much of the gain, and the scale of these projects ensures heavy capital outlays through 1981.

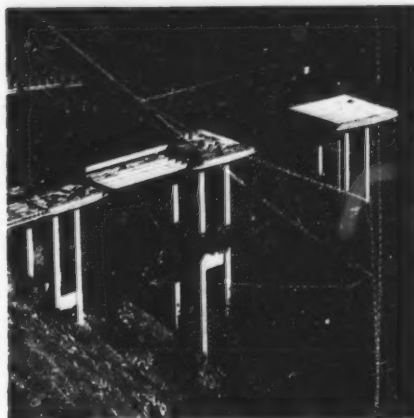
The primary economic policy objective of the Government of British Columbia is to create a favourable climate for economic development in the Province. In order to create such an environment the Government of British Columbia has undertaken a series of initiatives on a broad front ranging from resource taxation relief to controlling the growth of the public sector.

Because of the nature of the British Columbia economy and the magnitude of its resource development, we must look beyond Canada's borders for sources of financing. Foreign investment has played a major role in the development of British Columbia

and we will continue to welcome responsible investment from other parts of the world.

In view of the fact that Canada has the highest level of foreign investment per capita in any industrialized nation, it was decided in the early seventies that some form of review process was required.

The Foreign Investment Review Act, proclaimed by Parliament in April 1974, provides for provincial participation in the review process. The purpose of the Foreign Investment Review Act is not to block foreign investment from any sources or to discourage it, but rather to ensure that such investment is of significant benefit to Canada.





Forest Industry

British Columbia is endowed with 521,029 square kilometres of forest land, which covers approximately 56 percent of its land area. Of this forest cover, 256,507 square kilometres are bearing mature forest with a possible allowable annual cut of over 99 million cubic metres.

In regard to softwood timber the Province is pre-eminent with nearly 60 percent of the national resource and almost 70 percent of the saw-timber. British Columbia's standing timber equals approximately one-quarter of the North American inventory.

Topography and climatic conditions divide the Province into two distinct forest regions. The abundant rainfall and moderate temperatures in the area west of the Coast Mountain range have given rise to dense stands of large trees. The Interior region, lying east of the Coast range, has 44,194,950 hectares of forest land, an area almost six times larger than the 7,907,800 hectares of Coast forest. With the exception of the Columbia Rain Forest, the Interior forests are typified by smaller, slower growing trees. Nevertheless, the Interior forest region, due to its extensive area, has an aggregate annual growth of over seven times that of the Coast. The forest lands in British Columbia support 8,082 million cubic metres of merchantable timber, 97 percent of which is softwood. The principal species, in descending order by volume, are hemlock, spruce, balsam, lodgepole pine, red cedar and Douglas fir. Western hemlock dominates the Coast forest (41 percent), while western spruce (38 percent) is the leading Interior species. Douglas fir, due to unique characteristics and a range limited to the Pacific Northwest, has been the most valuable tree and, still commanding a premium price, is the principal plantation species.

Virtually 95 percent of the forest land in British Columbia is owned or administered by the Provincial Government. Retention of public ownership of forest land began with the Land Ordinance of 1865, which provided for the sale of timber without alienation of the land. Private owners hold authority over 4 percent of the forest land, the largest tract being the E & N Railroad Belt (approximately 161,874 hectares) on southeastern Vancouver Island. The Federal Government and special users control the remaining one percent.

Forest management in British Columbia is guided by the principle of sustained-yield, which dictates that timber depletion shall not exceed the forests' ability to reproduce sound wood.

The total cut from British Columbia's forests during 1979 was 76.2 million cubic metres with the following species distribution: spruce, 17.7 million cubic metres; lodgepole pine, 14.8 million cubic metres; hemlock, 13.7 million cubic metres; balsam, 10.1 million cubic metres; cedar, 9.3 million cubic metres; Douglas fir, 8.5 million cubic metres.

Of all manufacturing industries in the Province, wood industries (including saw and planing mills and plywood plants) rank first, followed closely by the paper and allied industries. At present, British Columbia produces 69 percent of all softwood lumber manufactured in Canada, 82 percent of the softwood plywood, 27 percent of the pulp and 16 percent of the paper. In 1980, forest companies are committed to \$1.2 billion in new capital expenditures. During 1979, British Columbia exported \$5.7 billion worth of forest products, of which the United States absorbed 57 percent; the U.K., 6 percent, other European Economic Communities, 13 percent; and Japan 15 percent.

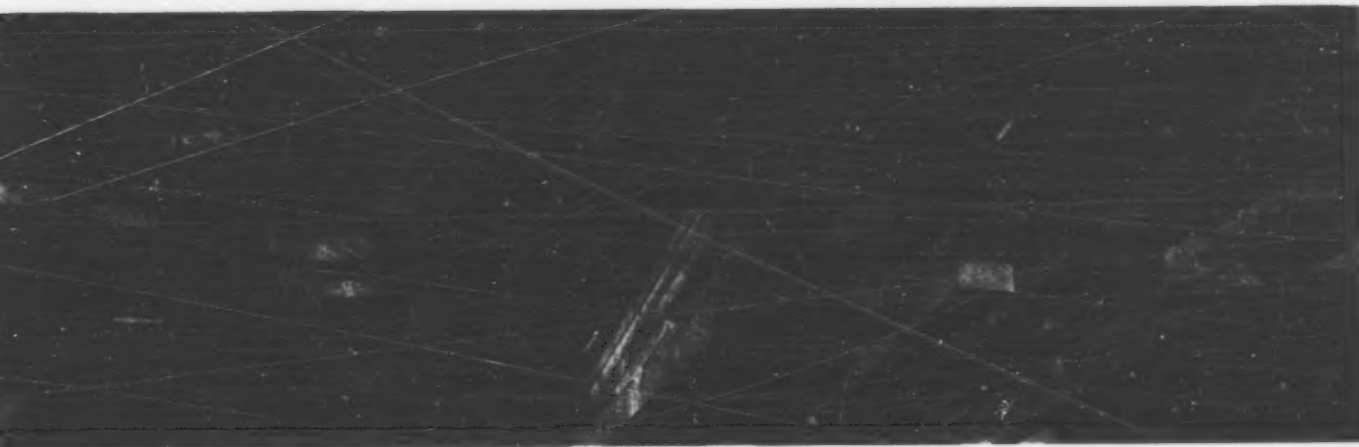
The most important B.C. produced forest-product exports were in order of value: lumber, \$3,035 million; wood pulp, \$1,498 million; and newsprint paper, \$518 million.

The Provincial Government introduced new legislation in 1978 dealing with the British Columbia forest sector. The Forest Act, Ministry of Forests Act, and Range Act were proclaimed effective

January 1, 1979 replacing legislation dating back to 1912. Highlights of the new Acts include: revisions to logging tax legislation, incentives to licencees who practice good forest management and penalties for those who do not, provisions for intensive forest management practices, major changes in forest tenure forms, government commitment to examine forest and range resources every ten years and forest management practices every five years, and provisions for replacement of existing short-term permits by licences of up to ten years for ranchers.

The Federal-Provincial Intensive Forest Management Subsidiary Agreement, signed in May 1979, provides a five-year \$50 million program, with costs being shared equally between the two governments, to undertake initiatives for ensuring the long-term economic viability of the forest sector. The purpose of the program is to enhance the forest resource base through intensive forest management in order to expand employment, to increase wood yield, and to sustain and increase the annual rate of harvest.

The logging industry has recorded advances in productivity and utilization levels in woods operations. This has come about through development of specialized equipment for falling and transporting timber. A number of operators have started night logging under powerful arc lights and tests are being conducted to assess the potential for balloons and helicopters in log transport.



Mineral Industry

A considerable part of British Columbia lies within the Canadian Cordillera, a region acknowledged to be favourable for the discovery of a wide variety of minerals. The mineral industry in recent years has expanded impressively. This is largely a result of new technological advances in exploration and mining, better transportation, and rapidly growing world markets.

Since the commencement of mining in British Columbia, the value of minerals produced has exceeded \$20.6 billion. Significantly, over 67 percent of this amount has been produced within the last decade. Mineral production in 1979 was valued at \$2.82 billion.

The Sullivan Mine at Kimberley for many decades overshadowed other developments in the Province and still remains one of the world's most important sources of lead and zinc. Concentrates are processed at Trail, the site of one of the largest lead-zinc smelters in the world. However, nine open-pit copper and/or molybdenum mines — Island Copper, Brenda, Endako, Bethlehem, Gibraltar, Granisle, Noranda (Bell), Lornex and Similkameen — are now operating at considerably larger capacities than the Sullivan Mine. Two mines currently under construction — Highmont and Climax Molybdenum will also have operating capacities larger than the Sullivan Mine at Kimberley.

In recent years many outstanding new copper, molybdenum and precious metals properties have been developed in the Province.

Copper is the most important metal, with an estimated value in 1979 of \$656.4 million. Molybdenum is the second metal in importance, valued at \$321.2 million in 1979, followed by gold at \$104.1 million. Silver is the fourth metal of importance, valued at \$94.7 million. The four major metals — copper, molybdenum, gold and silver — currently represent 41.6 percent of the total value of mineral production in the Province.

Exploration continues throughout the Province. Most of the exploration is directed toward discovery of copper, molybdenum, gold and silver deposits, although the search continues for other minerals as well.

Improving world markets and confidence in the economic future of British Columbia has encouraged the mining industry to develop a number of ore bodies. Construction is underway in the Highland Valley, Alice Arm (Kitsault), Stewart, Hope and a wide range of other locations across the Province.

Metallurgical coal is currently being mined and exported, primarily to Japan, from two major properties in the Crowsnest coalfield. Thermal coal, shipped to eastern Canadian and offshore markets, is rapidly increasing in importance as well. Total 1979 coal production was 10.6 million tonnes with a value of almost \$440 million.

In addition, there are several proposals to increase production from south-east British Columbia coalfields which would double existing capacity by 1985.

Operational expansions are underway by both Kaiser and Fording and a new mine is being developed by Crowsnest Industries (Line Creek). Proposed new mines by Kaiser (Hosmer Wheeler), Rio Algom (Sage Creek) and Elco Mining Company Limited are currently undergoing feasibility analysis.

To the north-east, in the Peace River coalfields, several major investigations are underway to develop metallurgical coal mines. The principal mine developments which are scheduled for production start up in the early 1980's include Wolverine, Denison, Babcock (Quintette Coal) and British Petroleum (Canada) Limited (Sukunka-Bullmoose). Several other properties including Cinnibar Peak Mines Limited (Cinnibar) and Denison-Ruhrkohle (Saxon Ridge) anticipate project initiation within the next ten years. Extensive studies have been undertaken under a Federal-Provincial cost-sharing program to ensure orderly development of the necessary infrastructure, townsite planning and manpower training. Although the mineral industry has experienced many fluctuations during the past two decades, the value of mining has increased steadily and in 1979 was more than 19 times the 1959 level. With properties currently being developed, expansion is expected to

continue in the foreseeable future at a rapid pace.

The northeastern part of British Columbia is an extension of the Great Plains of North America and is the only sedimentary area of the Province that is currently producing oil and gas. Exploration and development activity has reached record levels as firms in the industry respond to rising prices brought about by world-wide energy shortages.

Commercial production was not significant until the main gas and oil transmission-lines were completed in 1957 and 1961 respectively.

Westcoast Transmission Company started construction of its 1,126 kilometres of 762 millimetre gas pipe-line from the Peace River District to the Lower Mainland in November 1955. It was completed in October 1957, and was put into use immediately. The initial gas-gathering systems were built at the same time and have been expanded as fields were developed. Following the discovery of prolific gas reserves in the Fort Nelson area, another 354 kilometres of pipe-line were laid from Fort Nelson in 1964 to join the original line at Chetwynd. The gathering system was subsequently extended farther north and now reaches into the Yukon. In 1978, a new gas line was built by Westcoast Transmission south-east from Chetwynd to tap new fields in the Grizzly Valley south of Dawson Creek. In order to move ever-increasing volumes of natural gas to the market, much of the original Westcoast line has been looped (doubled) and further expansion of capacity is planned. Distribution extends to virtually all communities of any size on the Mainland and an underwater pipeline to serve Vancouver Island is in the planning stages.

Crude-oil pipe-lines in British Columbia to date are not as extensive as gas lines but are equally significant. There are two main gathering systems — one operated by Trans Prairie Pipelines Limited, which gathers oil from the several fields situated north and east of Fort St. John, and the Blueberry-Taylor Pipeline Company line that serves the Aitken Creek, Blueberry, and Inga



fields northwest of Fort St. John. Both lines deliver crude to the terminal facilities of Western Pacific Products and Crude Oil Pipelines Limited at Taylor, southeast of Fort St. John. Although some oil is refined at the Taylor and Prince George refineries, most is transported by Westcoast Petroleum Limited's 813 kilometres of 305 millimetre line to Kamloops where a small part of it is delivered to a local refinery. The remainder is delivered to Trans Mountain's pipe-line from Alberta for shipment to refineries in the Vancouver area and in Washington State. Condensate, butane, and propane are extracted from a gas cleaning plant located at Taylor. Sulphur is produced at gas cleaning plants at Taylor, Fort Nelson, and Chetwynd.



Manufacturing

British Columbia's manufacturing industry has been developed largely on a resource base: namely forest products, refined non-ferrous metals, fish products and processed agricultural products.

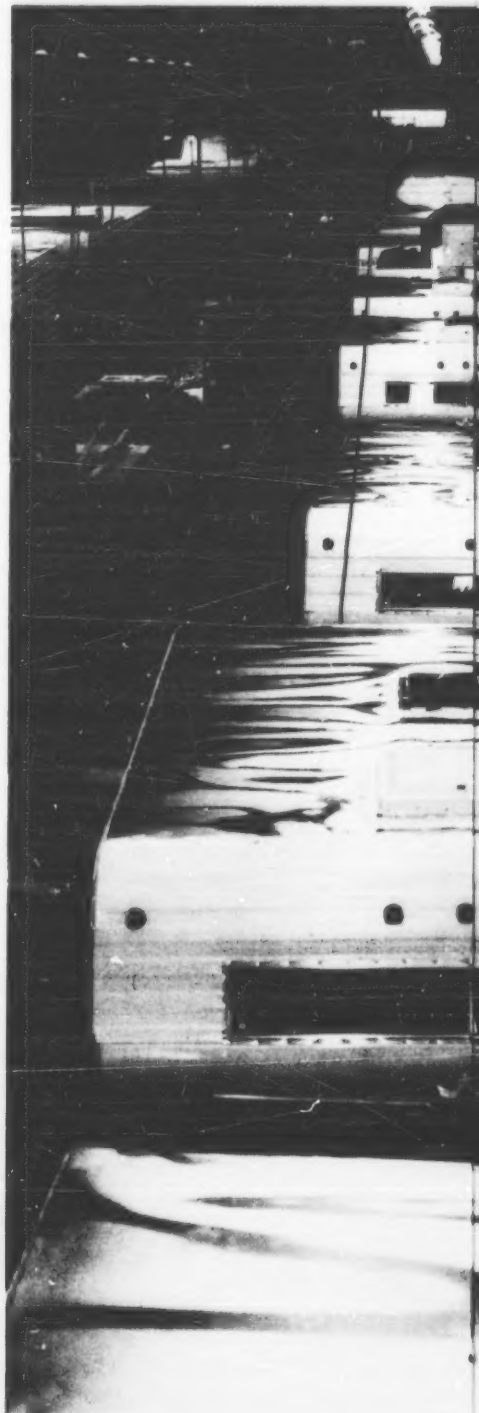
Manufacturing of coastal vessels, fishboats, commercial trucks and trailers, sawmill equipment, construction, machinery, electrical products, metal fabrication and other secondary products play an important role, and it is within this group that the greatest year to year gains in output have been recorded.

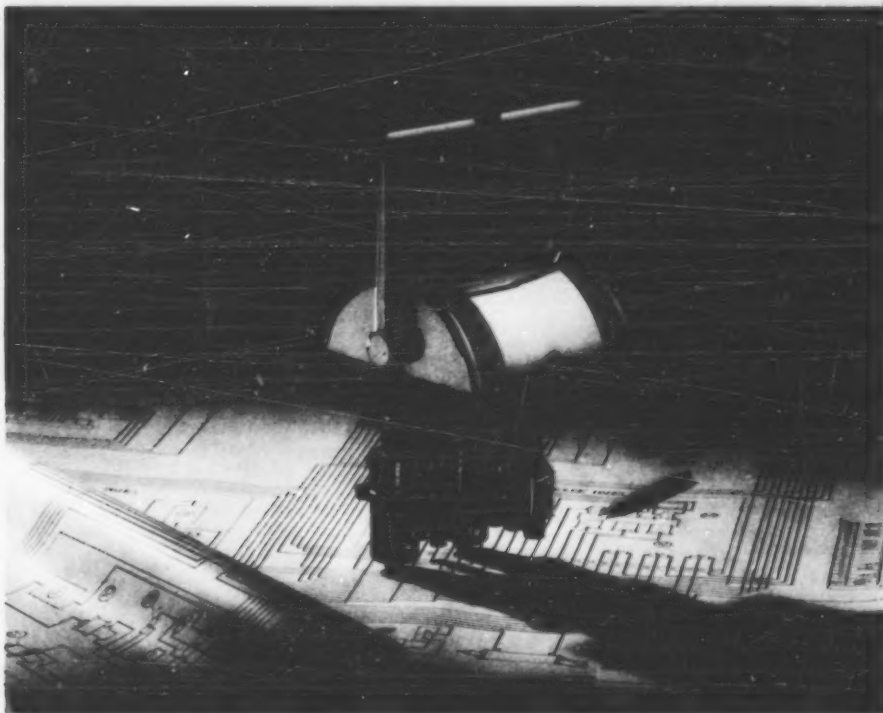
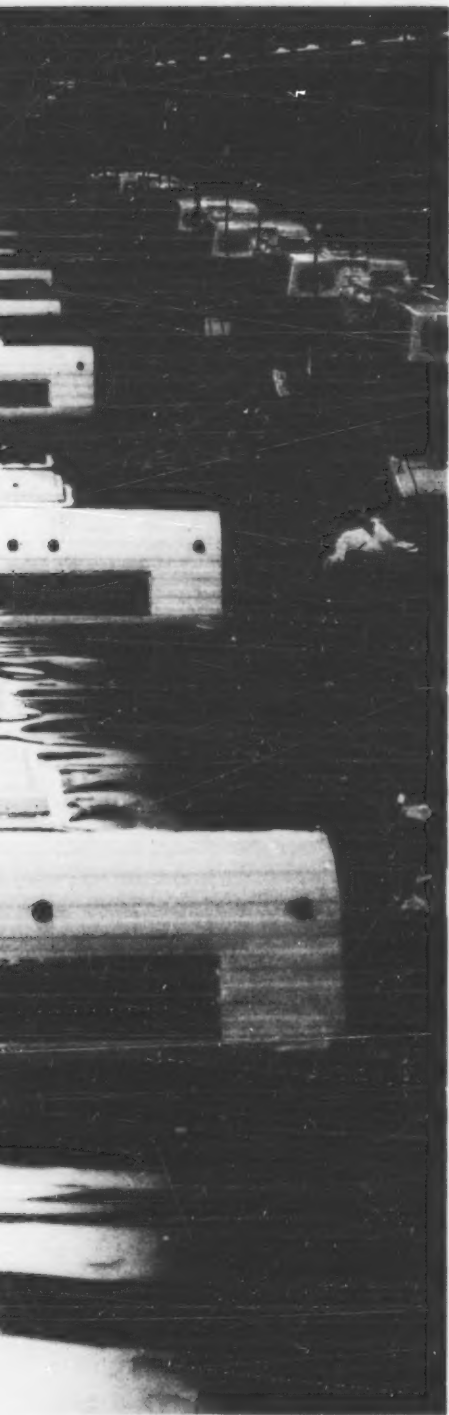
The value of British Columbia shipments of manufactured products has grown during the past ten years. Since 1969 the value of factory shipments has increased \$10.4 billion to reach \$14.3 billion in 1979. Salaries and wages climbed to \$3.2 billion in the same period. Employment in 1979 averaged 164,000 workers.

Manufactured wood products and the pulp and paper industry account for about 50 percent of the value of Provincial factory shipments. This domination is expected to continue in the near future, although a greater degree of processing of resource products and an expansion in higher technology products is anticipated.

Industrial growth is expected to continue being resource-oriented as British Columbia has an abundance of natural resources, much of which remain to be developed.

Nevertheless, the Government of British Columbia places special emphasis on the need to diversify industry to provide a stronger economic base for the future. A number of special assistance programs are now in place to provide direct aid to manufacturers and to enable municipalities to develop suitable sites for industry.





Agriculture

Of British Columbia's resource industries, agriculture ranks third behind forestry and mining. Cash receipts from farming operations totalled an estimated \$633 million in 1979. Dairying and the production of livestock and related products are the most important sections in the agricultural economy. British Columbia's dairy herds are the most productive in Canada, and her beef and dairy cattle are widely sought for breeding stock.

Out of a total Provincial land area of approximately 893,000 square kilometres, only 4.0 percent is arable. The 1976 census of agriculture listed 13,033 farms covering a total area of 2.3 million hectares. In addition to

farmland, British Columbia contains an estimated 7.4 million hectares of open and forested grazing land. The agriculture sector has been the subject of various new government initiatives to prevent the loss of farm land to other users and to increase farm incomes to levels sufficient to maintain the industry's viability. The best classes of soils have been placed within Agricultural Land Reserves so that they will be maintained for that purpose. To ensure the viability of farming, the Farm Income Insurance Program was introduced. The objective of the program is to use insurance principles to provide farmers with greater income security in relation to the basic costs of production. Most producer groups are now covered by this program. Other universal programs provide financial assistance in various forms for joint services and improved management practices.





Fishing

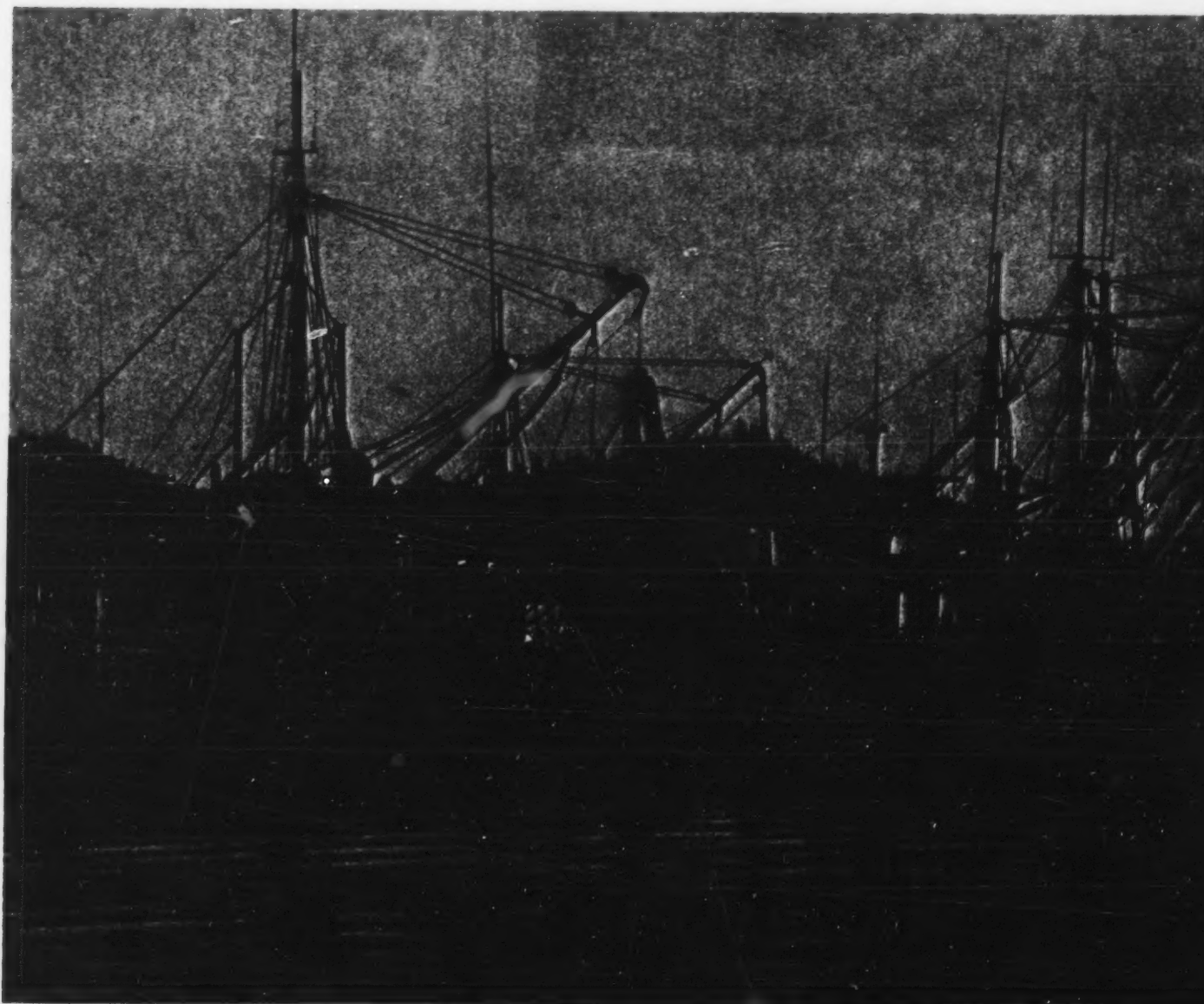
Fishing has been important throughout the history of the Province. Salmon canning began in 1870 on the Fraser River and spread quickly northward; canning made possible the marketing of the fish harvest in distant places. Government authorities continue to take action to protect the resources. The fishing industry has benefited from expenditures on fish hatcheries, spawning channels, fish ladders to facilitate the upstream passage of salmon and programs to rationalize fish catching effort with the capacity of the resource. Historically, the Province's fishing industry has been the most valuable in Canada.

In 1979, British Columbia fishermen experienced another record year as the wholesale market value of fish products reached \$566 million. The Federal and Provincial Governments have made a commitment for a long-term funding of the Salmon Enhancement Program, and work on stream improvements and hatchery construction has now begun in earnest. The program is forecast to yield an annual catch double current levels by 1990.

Over 20 species of fish and marine animals indigenous to Provincial waters are valued for commercial utilization. Salmon is the single most

valuable species, accounting for roughly 50 percent of the landed and wholesale values of fisheries products in 1979. Salmon in 1979 were valued at \$290 million (wholesale). Principal species are spring (chinook), sockeye, coho, pink and chum.

The herring fishery is the second most valuable sector of British Columbia's fishing industry. The estimated wholesale market value for herring in 1979 was \$202 million. This fishery was almost completely closed from 1967 to 1971, due to concern over declining fish stocks. However, since that time herring stocks have been sufficiently replenished to support a herring roe fishery.





Electric Power

Rapid growth of both industry and population within British Columbia has been accompanied by a steady increase in demand for electric power. In the 10-year period 1969 to 1979, consumption increased by 56 percent. The British Columbia Hydro and Power Authority, the Province's principal supplier of electrical energy, is currently engaged in three major hydro projects: Peace Canyon at Hudson's Hope, Seven Mile near Trail and Revelstoke on the Peace River with a total generating capacity of 4210 megawatts. The Authority is also engaged in expanding its transmission and distribution network. In the ten year period 1969 to 1979 the average per capita demand has increased by 24.3 percent, which corresponds to an average annual compound growth rate of 2.2 percent.



The Authority is now planning on the basis of 6.1 percent annual growth to 1991.

Owing to the combination of a wet climate and mountainous terrain, British Columbia possesses an abundance of fresh water. The total hydro-electric power potential is difficult to assess precisely. Current capacity of approximately 8,400 megawatts could be increased to 43,000 megawatts by tapping unused water power.

In addition to its vast hydro potential, the Province is endowed with a variety of fossil fuels, including natural gas and coal, all of which could be used for the generation of electric power, giving due consideration to environmental quality maintenance requirements. Planning is currently underway for a 2,000 megawatt coal fired plant at Hat Creek. An intensive drilling program has revealed the presence of at least 2 billion tonnes of coal that can be mined by open pit methods providing an economic life of 35 years at the ultimate generating capacity of 4,800 megawatts. Approval has not yet been received to proceed with the construction of this facility.

Concern over rising energy consumption has prompted various undertakings by the British Columbia Hydro and Power Authority, the Government of British Columbia and the private sector. Energy conservation is being actively promoted and efforts are being made to utilize other power sources. Of particular interest are measures to promote the use of forest industry wastes which already supply a substantial part of the energy requirements of wood conversion plants. Studies of geothermal power generation possibilities are very encouraging. The Power Authority has also commenced research on the feasibility of converting low quality coals to gas, either for industrial consumption or to fuel electric power plants.





Transportation

Deep-sea international shipping lanes reach out from British Columbia to the major ports of the world. Coastal shipping, including specialized freight and passenger steamers, and log towing vessels comprises an important segment of the transportation picture. Vancouver, the Province's principal port, handled 47.3 million tonnes of international and domestic shipments in 1979. This represented an increase of 10.0 percent from the 1978 total of 43.0 million tonnes. Vancouver is the largest dry cargo port on the entire Pacific Coast of North America.

Major deep-sea bulk-cargo facilities are located in the ports of Greater Vancouver. Commodities shipped include potash, sulphur, coal, grain, forest products and mineral concentrates. The container terminals at the Port of Vancouver handled 88,482 containers (43,026 inbound and 45,456 outbound) in 1979. Two new container terminals have recently been completed in the Vancouver port area.

British Columbia is served by both national railways as well as the British Columbia Railway and several American lines. The Canadian National Railway connects Prince Rupert, Kitimat, and Prince George with Edmonton, Alberta and the East. It also links Vancouver and the southern region of the Province with Calgary and Lethbridge, Alberta and points East. Both the CNR and CPR operate lines on Vancouver Island. The British Columbia Railway has its southern terminus at North Vancouver and serves central and northern British Columbia, with present terminals at Leo Creek, Fort Nelson, Dawson Creek and Mackenzie.

Five American rail lines serve British Columbia points directly or interchange with Canadian Railways at southern border points.

British Columbia is served by Air Canada and Canadian Pacific Airlines, both providing local, trans-continental and international services. Air Canada operates at home and abroad and links British Columbia with the British Isles, Continental Europe, the Caribbean and the Middle East. Canadian Pacific Airlines links the Province with Honolulu, Fiji, New Zealand, Australia, Japan, Hong Kong, Continental Europe, Mexico City, South America and the Middle East. A number of other international air lines also provide scheduled passenger, charter and freight service through Vancouver International airport, while smaller domestic carriers provide service to all parts of the Province.





Tourism and Recreation

Tourist expenditure in British Columbia during 1979 was estimated to be \$1.63 billion. This represents an increase of 5 percent over the previous year and indicates the prominent and expanding role played by tourism in the economy of the Province. A united government and industry thrust aims to substantially increase tourist business as well as even out the seasonal fluctuations.

More than 13 million persons visited or toured British Columbia in 1979. Non-resident tourists spent more than \$734 million in British Columbia in 1979 and this "export" of services represents a significant contribution to Gross Provincial Product. More than half of the trips in British Columbia are by Canadians or British Columbia residents. U.S. travellers in 1979 accounted for 2.73 million trips. Offshore residents touring in British Columbia have a larger economic impact in relation to their numbers with expenditures per trip well above the average. They also exhibit the most rapid increase in numbers, with 420,000 trips in 1979.

Excellent transportation infrastructure has aided the expansion of tourism activity in all parts of the Province. The highway and ferry system facilitates vehicular travel throughout British Columbia and give visitors ample opportunity to savour the natural beauty of the landscape.

British Columbia is richly endowed with provincial and national parks which preserve and protect outstanding examples of the Province's natural and human history and provide almost unlimited opportunity for outdoor recreation.

